

to-day more than sufficient to bunker the ships now in port. Supplies sufficient to insure the prompt bunkering of vessels for some time to come are on route. Upwards of 300,000 tons of coal is in the way of the Atlantic coast on the way to South Atlantic ports. Approximately 150,000 tons is in cars en route for Northern Atlantic ports. With the improved rail conditions, this coal should rapidly fill the requirements for the vessels now awaiting bunkers.

The United States fuel administration today made arrangements for the continuance through the usual Sunday holiday to-morrow of the bunkering of vessels destined to the American forces abroad or to the allies in Europe. Plans were perfected whereby the bunkering machinery at the piers at New York and at Hampton Roads will continue in operation to-morrow. This will facilitate the handling of coal which has been hurried to the piers by the fuel administration and will turn over to the railroads promptly empty cars to be returned to the mines.

PLATE EMPLOY ON USE

OF OPEN-TOP COAL CARS
At the request of the United States fuel administration, the director-general of railroads today placed an embargo on the use of open-top coal cars for the shipment of products other than fuel.

The fuel administration was notified that of 3,000 cars of coal moving on railroads to the East, 1,000 were consigned to tidewater for bunkering ships and 2,000 were on the way to domestic consumers.

The fuel administration reported that coal was going rapidly into districts for domestic consumption, particularly the sections where the need was greatest.

Harry F. Byrd, Federal fuel administrator of Virginia, reported an almost complete shutdown of factories in his district with consequent relief from merchandise freight to the railroads serving Virginia ports. He said, in addition, that enough coal had been brought immediately into sight through the operation of the regulatory order to supply the household demands.

Telegrams from county administrators of Indiana, Illinois, Ohio and Mississippi Valley States contained the information that this part of the country is getting warm. This was taken to mean that quantities of coal held back by reason of the congested condition of the railroads were now getting through to consignees.

Despite the efforts of the administration to hold down the already large exemption list it was found necessary to extend it considerably. The War and Navy Departments found that to keep running plants for which exemption already has been obtained many concerns supplying single parts and raw materials will have to remain in full operation.

The navy's problem arose particularly in connection with work on destroyers. It was found that work on these craft would have to be halted unless plants furnishing many small parts also are exempted. Navy officials are pressing the destroyer program vigorously, and already have encountered a two weeks' setback by reason of bad weather.

COLLECT LIST OF PLANTS

MAKING WAR MATERIAL
To prevent an unnecessary extension of the exemption list, both departments today assigned officers to collect from their various technical bureaus lists of plants vital to their building and supply programs. Department representatives considered the lists in joint conference and prepared for the approval of Secretaries Baker and Daniels a final list to be submitted to the fuel administration. This list was prepared to some extent by fuel administration officials.

One of the chief concerns of the army is to prevent any delay to the aircraft program, which is distributed through a large number of plants in all parts of the country.

The Shipping Board sought and obtained exemption to-day for lumber mills producing lumber for the Emergency Fleet Corporation. Deliveries of lumber are far behind schedule, and it was pointed out that if lumber manufacture was stopped ship plants would have to shut down.

Many plants in various parts of the country which had been notified by government departments that they could continue operation were not permitted to run by local fuel administration officials, who had not received notification from Washington. This confusion it was said tonight, had been cleared up, and there would not be a similar recurrence.

Fuel administration officials said tonight they expected that the Monday closing would restrict the size of Sunday newspapers and increase the size of Monday editions. Advertisers, they said, probably would advertise heavily on Monday instead of on Sunday, because of the closing down of stores on Monday.

Employers in many parts of the country were reported to-day willing to pay their workers for the time lost during the enforced holidays. State fuel administrators were asked by Dr. Garfield to give public expression of his appreciation for this action. At the office of the National Coal Association it was said that the order and the five days' suspension of industry probably would relieve the car shortage, enabling the mines to greatly increase production.

Director-General McAdoo received suggestions to-day that passenger schedules be curtailed sharply in order to provide more motive power for coal trains, but he took no definite action. Officials predicted freely, however, that within the next ten days most roads would find it advantageous to eliminate once passenger trains.

Secretary of the Navy Daniels today received the following telegram from General Julian S. Carr of Durham, N. C., a prominent Southern manufacturer:
"The Durham Hosiery Mills Corporation, constituting a chain of ten mills, three operated by steam and seven by hydroelectric power, employing 5,500 hands, has shut down all plants, paying employees in full while the mills are idle, patriotically complying with the request of the fuel administration."

CONDITIONS IN OHIO

COLUMBUS, OHIO, January 19.—State officials to-day saw little change for the better in the traffic conditions of railroads in Ohio. They declared that until milder weather comes there can be but little change. Recent heavy snows are still delaying transportation.

THEATERS CAN OPERATE MONDAY, NOT TUESDAY

Operators of Amusement Places Win Concession From Fuel Administration—How Coal Order Affects Various Cities in All Parts of U. S.

(By Associated Press.)

WASHINGTON, January 19.—Theaters and other places of public amusement won their right to-day for an amendment to the fuel administration's Monday closing order and got permission to close on Tuesdays instead. The change was made after strong pressure was brought to bear on the fuel administration by New York theatrical interests.

All places of amusement are covered in the exception, including theaters, moving-picture houses, bowling alleys, billiard rooms and private and public dance halls.

Places having cabaret shows occupy a peculiar position under the best interpretation of to-day's regulation that could be had to-night. As places of amusement, they can operate on Mondays, but under a section of the order governing hotels and restaurants they will not be permitted to have heat if liquor is sold. On Tuesdays they can operate as restaurants and sell liquor, but they furnish amusement they cannot have heat.

The change in ruling regarding amusement places, according to a statement given out by the fuel administration, was made to accommodate holiday crowds who will be here because of the Monday general closing order. A delegation of New York theatrical men proposed the change at a conference with President Wilson Thursday, but it is said, were given little encouragement at that time.

MANY VESSELS SAIL

AFTER FILLING BUNKERS
NEW YORK, January 19.—A marked improvement in the coal situation with respect to the bunkering of ships was reported here to-day. The sailings of the last twenty-four hours, it was learned, exceeded arrivals for the first time since the bunker situation became alarmingly acute, and the net number of delayed steamers in port awaiting coal was to-day reduced to 110.

According to A. H. Smith, assistant director-general of railroads, encouraging progress has been made in the last twenty-four hours toward relieving the vast congestion of freight at docks, railroad terminals and sidings; movements of both anthracite and bituminous coal to and from tidewater are more frequent, and an increasing number of ships at this and other nearby ports have been loaded.

The second day of the five-day period of suspension of industry found between 50,000 and 40,000 concerns in the metropolitan district closed, and from 500,000 to 1,250,000 workers idle, according to estimates by various organizations.

CONGESTION THROUGH EAST RAPIDLY BEING CLEARED

WASHINGTON, January 19.—Reports to the fuel administration to-day showed transportation congestion throughout the East being cleared and bunker coal being unloaded in increasingly large quantities.

Few empty cars, however, have begun to move back yet to the coal mines. Serious consideration was given by Fuel Administrator Garfield to-day to the request of theaters that they be permitted to close on Tuesdays rather than on Mondays. It was indicated that the change might be made.

Enough bunker coal will reach the docks within the next three or four days, it was said, to supply all ships now awaiting fuel.

Fuel administration officials predicted it would be at least a week before coal mines began to receive empty cars necessary to keep production at a maximum. It was made clear to-day that industries which produce materials on which munition plants are dependent are exempted from provisions of the closing order.

The fuel administration to-day ruled that lumber-producing concerns working on orders for the Emergency Fleet Corporation and for the aircraft production board are exempt.

Fuel administration officials said the tone of telegrams coming was entirely different from those of yesterday, and that most of them either approved the government's action or expressed willingness to co-operate. The fuel administration to-day issued a definite order changing the needless day for theaters from Monday to Tuesday.

BLOCKADE NEARS END

AND CHICAGO IS HOPEFUL

CHICAGO, January 19.—Reports to-day by railroad officials on the movement of coal and clearing of their lines were optimistic, and indicated that the majority of the twenty-seven railroads with terminals in this city would be operating practically on normal schedules by next Monday. These reports were made with the provision that no more severe storms interfered. During the last twenty-four hours 1,500 coalcars of coal were received in Chicago, and there were 2,100 cars in outside railroad yards.

More cheerful views of the administration's fuel order prevailed in the Chicago district. One day of the five-day period had passed, and there had been improvement in the coal situation. Then it was realized that under normal conditions Saturday would have been a half-holiday for many of the numbers affected; that Sunday made little difference anywhere, and that there remained only two workdays during which the factories are to remain closed.

There are few violations of the curtailment order in the Chicago industrial district.

GETS TO JUNCTION AND

SUES COAL SHIPMENTS

SPARTANBURG, S. C., January 19.—R. E. Geer, deputy fuel administrator for South Carolina, opened office in Spartanburg this morning, and as coal reaches this city, consigned to the cotton mills of South Carolina, the administrator is diverting it in one and two cars to South Carolina towns and cities for domestic purposes. The administrator stated that this will rapidly relieve the serious situation in many cities, but that still the supply is insufficient to meet the demand. Practically all the coal used by South

Carolina mills comes to Spartanburg, and practically none of it is being allowed to reach its destination. About 150 cars were received to-day, fifty of which, consigned to army camps, were allowed to proceed, while the other 100 cars were sent to cities all over the State.

FIVE-DAY ORDER EXPECTED TO CLEAR UP ALL TERMINALS

BALTIMORE, MD., January 19.—Railroad officials here expressed confidence to-day that, with the output of manufacturing industries naturally lessened by the fuel administration's five-day closing order, the abnormal freight congestion at the terminals would be "vastly reduced by the end of that period, if conditions were not restored to normal, provided severe weather did not interfere. It was too early to-day to analyze the effect of the first day's operation of the order, but there was every indication that the situation would be materially improved within the next twenty-four or forty-eight hours. Shipping, it was stated, has not been seriously delayed at this port. Navigation in Chesapeake Bay, however, has been seriously impeded for the greater part of the last six weeks by heavy ice.

RETAILERS CAN OPERATE IF THEY BURN REFUSE

MACON, GA., January 19.—Retail industries may operate on Mondays if they use refuse for fuel, under the fuel curtailment order of Fuel Administrator Garfield, according to a telegram received to-day from Dr. L. G. Hardman, State fuel administrator, by the local Federal administrator. The telegram follows:

"Retail industries may operate, using refuse for fuel that cannot be used for domestic purposes, but in no event will they be permitted to operate using coal or other fuel that could be used for other industrial or domestic purposes."

PUBLIC SCHOOLS WILL CLOSE IN TENNESSEE

NASHVILLE, TENN., January 19.—All public schools in Tennessee will be closed for three weeks, it was announced to-day by S. W. Sherrill, State superintendent of public instruction. Conservation of fuel is the reason. The order is effective Monday.

HYDROELECTRIC PLANTS NOT ALLOWED TO BURN FUEL

GREENSBORO, N. C., January 19.—State Fuel Administrator A. W. McAllister, whose construction yesterday of the Garfield fuel order was to the effect that it did not apply to plants using hydroelectric power exclusively, using fuel only for heating purposes, to-day authorized the statement that he has received advice from Washington, which is the construction that will have to govern. "That hydroelectric power plants can use no more fuel than is necessary to prevent damage to the premises from freezing and to conform to fire insurance regulations."

FERTILIZER MILLS ARE AGAIN IN OPERATION

CHARLESTON, S. C., January 19.—Fertilizer mills here resumed operations in full this morning, following advice that they were exempted from the fuel order, several hundred employees returning to their labor. Charleston merchants are now circulating for signatures an agreement to close their stores Monday, as a patriotic measure, even though temperature permits their operation without artificial heat.

SNOW DELAYS WORK IN PENNSYLVANIA YARDS

PHILADELPHIA, January 19.—Although snow hindered operations in railroad yards here and in many parts of the State, progress is being made toward relieving the coal congestion. Unfavorable weather conditions, however, offset largely what was gained by the closing order of the fuel administrator.

THOUSAND CARS OF COAL RECEIVED IN DETROIT

DETROIT, MICH., January 19.—The fuel situation was much brighter in Detroit to-day. Nearly 1,000 cars of coal have been received here in forty-eight hours, and a considerable amount was seized by fuel administrators to supply households. The industrial shutdown in Detroit by the industrial shut-down in Detroit. It was estimated that 50,000 men who were idle yesterday returned to work when factories that received government exemptions resumed operation.

LITTLE IMPROVEMENT IN SITUATION AT CINCINNATI

CINCINNATI, OHIO, January 19.—Railroad officials saw little improvement in the congestion of freight here to-day, but placed the blame upon the severe weather. That the situation would improve by Monday if weather conditions did not grow worse, was admitted.

Mayor Asha Wood Cutters.—The Mayor of Durham has issued a call for all factory laborers and all others out of work to go to the woods Monday and to work for fuel. This city is facing a fuel famine.

FRESH CRISIS IN RUSSIAN AFFAIRS

(Continued From First Page.)

the war if Germany refuses to accept democratic terms?" M. Tchernoff was asked. He replied:

"Everybody says that Russia cannot fight because of the extreme state of disorganization. All know that the decision in this war will be on the western front. But Russia can act as a magnet to draw German forces and prevent their being thrown over to the western front. The Russian army may retreat, but in doing so, will benefit the allies by diverting the German deeper and deeper into Russian territory, which would be no gain for them."

At this stage the interview was interrupted by several members of the Constituent Assembly, who urged the chairman to resume the session.

TURBULENT SESSION OF CHAMBER OF DEPUTIES

PARIS, Friday, January 18.—The Chamber of Deputies had a turbulent session to-day. It was provoked by an interpellation of the government offered by Deputy Paul Ponsot, a Socialist, concerning a subscription list opened by L'Action Francaise, a royalist newspaper, in favor of French soldiers. A resolution raising a question of confidence was accepted by the government, and was adopted by a vote of 288 to 118.

Domique, Pugliesi-Conti, Deputy from Corsica, replied to the Socialists, and caused a tumult by charging that Socialist Deputies had founded a newspaper at Limoges with German money, and had collaborated with Swiss newspapers that were notoriously German.

The government to hand his proof to the Chamber. Deputy Pugliesi-Conti gave a number of papers to Premier Clemenceau, who handed them over to Louis Nail, the Minister of Justice. Seconds were exchanged after the sessions by Pugliesi-Conti and Deputy Mayeras, a Socialist. Pugliesi-Conti sent his second to Jean Longuet, a Socialist Deputy from Paris.

Deputy Mayeras refused to give satisfaction to Deputy Pugliesi-Conti on the ground that the latter willfully had insulted his colleagues.

COLLISION BETWEEN FACTIONS MARCHING THROUGH STREETS

LONDON, January 19.—A collision between Bolshevik and members of the Society for the Defense of the Constituent Assembly, who were marching toward the Tauride Palace, occurred about noon Friday, according to a Petrograd dispatch to Reuters. Machine gun and rifle fire broke out from all sides. M. Loxvinnoff, a member of the executive committee of the Congress of Workmen and Soldiers' Delegates, and several others were killed. Many were wounded, including several women.

GENERAL SARRAIL APPEARS AS WITNESS AT COURT-MARTIAL

PARIS, January 19.—General Sarrail, former commander-in-chief of the allied operations in the Balkans, was a witness to-day before the court-martial of M. Paix-Seaille, who is suspected of having communicated confidential state documents to an unauthorized person.

A dispatch from Paris November 6, 1917, said that M. Paix-Seaille's name had been mentioned in connection with a secret document concerning the situation of the Saloniki army, which was found in the safe of the Bonnet Rouge, whose editor, Miguel Almyreda, died in prison after being arrested on the charge of espionage. M. Paix-Seaille was a subordinate of former Premier Poincare at the time.

LOYDS ACCEPTS WAR INSURANCE ON CARGOES

LONDON, January 19.—Lloyd's underwriters yesterday accepted war insurance on transatlantic cargoes at rates much below the flat rate of the British government, according to the Times. This action probably is connected with the proposal to extend the time war, which, in effect, the time war, would make such insurance on cargoes in British ships a government monopoly.

GERMANS PROTEST AGAINST JAILING OF VON LUXBURG

Central Powers Admit Right to Holding Former Minister, but Object to Guard.

(By Associated Press.)

BUENOS AIRES, January 19.—The Argentine government has received a note from the German government protesting against the confinement of Count von Luxburg, former German minister to Argentina, to a hospital, contending this is a continuation of his detention on the Island of Martin Garcia. Germany admits the justice of the detention of Von Luxburg on the island as punishment for leaving Buenos Aires without permission, but argues there is no excuse for continuance of a guard at the hospital.

In reply, the Argentine government has transmitted to Berlin certificates of physicians, stating it is absolutely necessary to keep Von Luxburg closely guarded until he is able to leave Argentina, because of his mental condition.

The German note also requests the Argentine government to recognize as charge d'affaires ad interim Secretary Count Donhoff, of the German legation, until a successor to Von Luxburg is appointed. Argentina also declines to permit Donhoff to continue to act as secretary of legation, maintaining that all legation employees lost their official status when Von Luxburg was given his passport.

To Melt Fortune in Silver Dollars

Congress Will Be Asked to Authorize Such Move at Early Date.

(By Associated Press.)

WASHINGTON, January 19.—Congress will be asked soon to authorize the melting of 150,000,000 silver dollars, now stored in the Treasury, to supply silver bullion for export to America's allies, and to pay trade balances. Simultaneously, \$1 and \$2 silver certificates, now issued on the basis of coins in storage, will be withdrawn from circulation, and Federal reserve bank notes of the same denominations issued in their place, according to a plan agreed on tentatively to-day by Treasury officials.

The silver dollars would be melted only as needed, and eventually would be re-minted from silver to be bought by the government during the next year.

Legislation now drafted would authorize these measures, and, in addition, would empower the Treasury, through Director of the Mint Baker, to buy all the silver produced in the United States at a price to be determined by agreement with producers.

STEAMER BURNS FURNITURE TO REACH PORT SAFELY

AN ATLANTIC PORT, January 19.—Battered and delayed by a storm at sea until her bunkers were empty of fuel, a big Spanish freight steamer beached the port to-day, minus all furniture and the greater part of the woodwork about her decks, not absolutely essential. The commander was forced to keep the boilers in operation by its sacrifice. The name of the ship was withheld by the censor.

"Rural Infection"

NEENAH, January 19.—"Rural infection" is the name applied to an unknown disease which has been confined solely to the agricultural districts in this vicinity so far and which has caused scores of persons to become ill. Several persons afflicted are under observation in hospitals. The disease is marked by a high fever, which, in some instances, has proven fatal.

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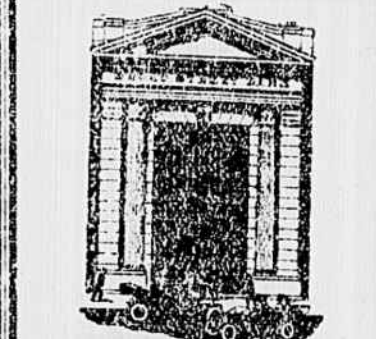
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Second. It will be impossible to buy at any price fabrics of as good quality and weight as the woollens in Berry garments to-day!

Then, Berry garments marked at the old prices, based on the cost of production of a year ago, ARE MARVELS OF VALUE TO-DAY.

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